

March, 1946 - Number 6

ANNUAL REPORTS FOR 1945

**SECRETARY'S REPORT**

A. **MEMBERSHIP** —

	(As of Dec. 31, 1945)	(As of Dec. 31, 1944)
Increase		
Regular	21	15 +6
Associate	22	25 -3
Active Service	25	22 +3

**Note:** 6 members were dropped from membership during the year, and 12 new members added. There were numerous changes in status.

B. **REGULAR MEETINGS** —

	(1945)	(1944)
Number held	11	17
Total Member Attendance	133	132
Average per meeting	12.1	7.76
Total Guests	7	8
Average per meeting	0.73	0.41
Total attendance	141	139
Average per meeting	12.83	8.17

**Note:** The substantial decrease in the number of meetings was caused by the decision to hold meetings monthly instead of every three weeks. During the fall of 1945, average attendance was 17.8.

C. **DIRECTOR'S MEETINGS** —

	(1945)	(1944)
Number held	7	1
Total Attendance	31	3
Average Attendance	4.4	3.0

D. **EXCURSIONS** —

No excursions were held during the year owing to wartime travel conditions, and the small number of members able to go on excursions.

E. **PAPERS AND SPECIAL GUESTS** —

No papers were presented at meetings during the year. Mr. J. Ross, Chief Inspector of Rolling Stock for the T.T.C. was special guest at the meeting of March 16.

F. **PUBLICATIONS** —

Bulletins produced	2 - (Numbers 17 & 18)
News Letters	2

**Note:** 17 Bulletins (mostly # 15 & # 16) were sold to non-members during the year.

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Respectfully submitted,  
WILLIAM T. SHARP  
Acting Secretary, 1945

TREASURER'S REPORT

	<u>RECEIPTS</u>	<u>DISBURSEMENTS</u>
Carried forward (1/1/45)	70.46	Total expenses (stationery,
Cash receipts during year	<u>102.42</u>	subscriptions, postal box
		rent & miscellaneous):
	172.88	\$116.72
<b>BALANCE - JANUARY 1, 1946</b>		<b><u>\$ 56.16</u></b>

Additional Assets: (Unsold stationery)	\$33.50
Additional Liability: (Cheque Outstanding)	\$15.89

STUART I. WESTLAND  
Acting Treasurer, 1945

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Members are reminded that the annual membership list is produced early April. Please report any changes in address to the Secretary before March 31, if you have not already notified him.

A copy of the revised prospectus of the Society is enclosed with this New Letter. Members are asked to show it to any interested friends. further copies will gladly be sent upon request.

Mr. Terry Ferris of the University of Western Ontario is working on the history of the London & Port Stanley Railway, and would welcome suggestions as to how he might obtain information. He has been through all the records of the City of London and also the file of the St. Thomas Dispatch from 1854 to 1876.

Please address any suggestions to:  
c/o James J. Talman, Assistant Librarian,  
University of Western Ontario, London, Ontario.

MEETING OF FEBRUARY 15<sup>TH</sup>.

The U.C.R.S. held a special meeting on this date at the Head Office of the Toronto Transportation Commission, when Mr. Baker, of the Public Relations Department of the Commission, gave a talk and answered questions on the T.T.C.'s Rapid Transit proposals. The meeting was held in the special display room of the Rapid Transit Department, in the new East block of the offices, where many interesting photographs, maps, charts and models illustrate present day traffic conditions in Toronto, and the details of the proposed subway system, which is designed to alleviate them.

The evening started with a showing of the T.T.C.'s publicity film "40 Million Miles", which was made in 1942 to give the general public an idea of the behind-the-scenes aspect of the operation of our street railway system. Although it was pretty well "old stuff" to

several of our members, it was highly entertaining and informative nevertheless. This film was made, of course, prior to the controversy on Rapid Transit, thus there were no allusions made to it in the film. However, we were shown next a film made by several T.T.C. men on a tour of several American cities, where rapid transit is already in use, with the main purpose of gaining an insight into how the Toronto system might be similar or improved. There were interesting views of: The Chicago Rapid Transit Company, The Chicago North Shore and Milwaukee, The Philadelphia Transportation Company, The Philadelphia Suburban Transportation (taken at 69<sup>th</sup> street Terminal) and MU PCC's on the Boston Elevated.

After the films, question hour came, and Mr. Baker received a galaxy of queries directed at him, by the U.C.R.S. membership. There ensued a lively discussion period, and special publicity booklets on the Rapid Transit scheme were distributed to the members. It was certainly a meeting worth everyone's while, and the T.T.C. may have learned a thing or two also.

#### NEWS OF MEMBERS

We were happy to welcome back at the February meeting another member who had been in the R.C.A.F. in the person of Gordon MacDonald, now back in civilian life.

Bill Hood reports that he is in Hamilton, doing clerical work for the army, in discharging men. Thus it will probably be some time before we have him back.

Special thanks are due to Jack Bost, who is primarily responsible for the arrangements made for February meeting with the T.T.C.

#### ODD BITS

The Canadian Pacific now has 28 Diesel switcher locomotives in service, numbered from 7010 to 7037. Forty additional Pacific type passenger locomotives are on order, which will be classed G-5-c.

The C.N.R. has ordered 15 Diesel switchers, five from Alco, and ten from E.M.C.

One of the old 0-9-a switchers of the CN apparently became tired of treading the straight and narrow at Mount Veron, Ontario, last February 27<sup>th</sup>. 7170 was the particular engine, and it was doubleheading an 8 car mixed train with Mogul 909. 7170 encountered some hard packed snow which derailed it, and nosed down into the ditch. 909 derailed also, along with several freight cars, and disturbed several feet of trackwork.

New T.T.C. Ploughs: TP-10 and TP-11 have arrived (TP-10 on December 25 and TP-11 in early January) and Hillcrest has been engaged for the past two months fitting them with trucks from 2128 and 2148, and the various accessory plough and wing attachment. TP-10 has been finished, and is assigned to Roncesvalles Division, while TP-11 approaches completion, after which it will probably be sent to Russell Division.

The new W-4, a flat car, which was built using trucks and some minor parts from its predecessor of the same number, which was scrapped in August, 1945, is now out on the road.